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CHARLESTOWN

DISTRICT PROFILE AND PROPOSED 1979-1981 NEIGHBORHOOD IMPROVEMENT PROGRAM

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City of Boston
Kevin H. White, *Mayor*

Boston Redevelopment Authority
Neighborhood Planning Program

1979

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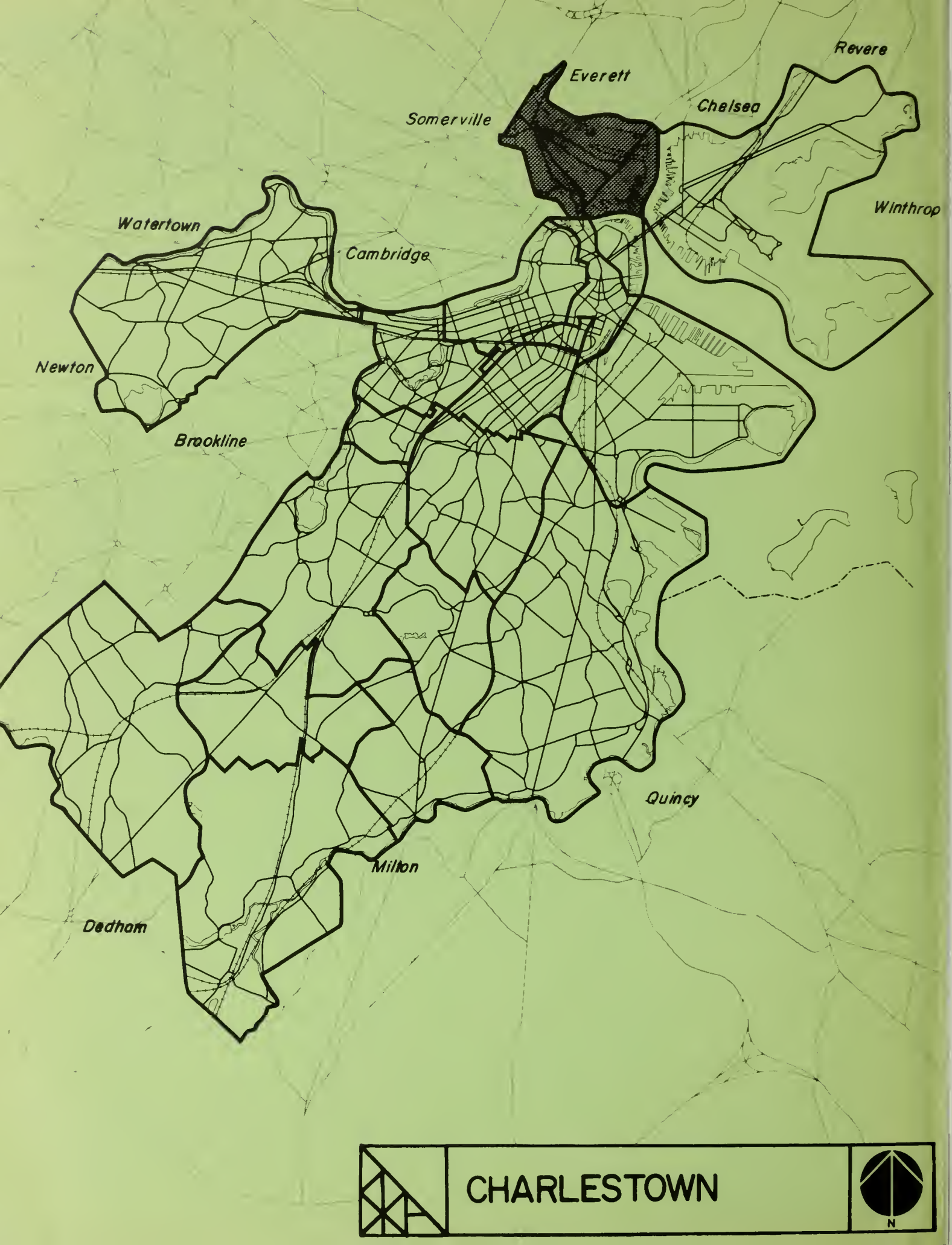
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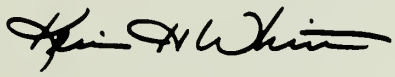
Charlestown is a special part of the City of Boston, a residential community rich in history and tradition, with prospects for exciting opportunities in the future.

Since 1968, the City has invested over $35 million of public funds and a great deal of effort in Charlestown, through the urban renewal program and through other investments, such as the Kent Community School, the new Charlestown High School, and the Charlestown Library. Existing housing in Charlestown has been significantly improved through the Housing Improvement Program, the 312 low interest loan program, and 872 units of new housing, including Charles Newtowne and Mishawum Park, have been built. Currently, the City is improving and repairing many streets, helping to support several important human service agencies and planning several major improvements, including transportation changes and the redevelopment of the Boston Naval Shipyard.

Over the next three years, the City will continue its efforts to improve the quality of life in Charlestown. Funding priorities will include the completion of urban renewal activities, maintenance of public land and facilities, and human services, especially for youth, elderly and the unemployed.

I hope this booklet will serve an important function; to encourage greater interest in the problems confronting Charlestown and our City, and to help us all develop solutions to these problems.

Sincerely,



Kevin H. White
Mayor

Table of Contents

Page

I. INTRODUCTION/ SUMMARY 3

II. DISTRICT PROFILE 4

A. EXISTING CHARACTERISTICS ... 4

1. Total District 4

a. Population and Income Characteristics. 4
b. Employment Characteristics 4
c. Housing 4
d. Commercial Areas 4
e. Transportation 4
f. Community Facilities 5
g. Human Services 5

2. Neighborhoods 5

B. PAST MAJOR PUBLIC AND PRIVATE INVESTMENT 7

C. 1978 PUBLIC INVESTMENT PROGRAM 11

III. PROPOSED COMPREHENSIVE NEIGHBORHOOD REVITALIZATION STRATEGY 14

A. HOUSING DEVELOPMENT STRATEGY 14

B. COMMERCIAL DEVELOPMENT STRATEGY 15

C. EMPLOYMENT AND ECONOMIC DEVELOPMENT OPPORTUNITIES 15

D. TRANSPORTATION IMPROVEMENTS 17

E. BOSTON NAVAL SHIPYARD RE-DEVELOPMENT 17

F. COMPLETION OF URBAN RENEWAL ACTIVITIES 20

IV. SUMMARY OF PROPOSED THREE-YEAR IMPROVEMENT PROGRAM (1979-1981) 21

V. APPENDICES 23

A. NEIGHBORHOOD HISTORY 23

B. 1975-1977 NEIGHBORHOOD IMPROVEMENT PROGRAM 24

C. URBAN RENEWAL ACTIVITIES 24

D. COMMUNITY PARTICIPATION OPPORTUNITIES 26

I. Introduction/Summary

In the mid-1960's, Charlestown was considered a declining neighborhood. Its population had been reduced by one half since 1950, its housing stock was old and deteriorated, its commercial areas were inadequate, unsafe and unattractive, its narrow streets were congested and in bad repair, the elevated line cast a blighting shadow on Main Street, and a general lack of confidence prevailed. The situation called for prompt and dramatic action which was taken in the form of urban renewal.

In the last ten years there has been a substantial investment of money and effort, both public and private, as a result of the Charlestown Urban Renewal Project. This investment is clearly visible in the community's improved physical appearance, the reversal of the downward population trend and the confidence in the neighborhood which residents are beginning to demonstrate. Since 1970, property values have substantially increased in Charlestown. The 1978 City-funded poll by Consensus, Inc., which registered attitudes of City residents, indicated that 67% of Charlestown's residents feel a great deal of pride in their neighborhood, a higher rating than almost any other neighborhood in the City.

The emphasis in the planning strategy has now shifted from one of full-scale renewal to one of neighborhood preservation. New opportunities will also help to sustain the progress made by urban renewal in Charlestown.

The redevelopment of the Boston Naval Shipyard, made possible by funding from several federal agencies, will generate many new private investments as well as create jobs for Charlestown residents. The new shopping center at Thompson Square has also brought private investment to Charlestown, helping to revitalize the commercial district.

However, the community still has problems which must be addressed if the goals established in the mid-sixties are to be fully realized and the enormous investment which has been made is to be protected. The City must encourage continued maintenance of private housing and give careful planning to the issue of conversion of one family or boarding houses to 3-4 unit apartments. Public housing, especially the Bunker Hill Project, continues to be a blighting influence on the surrounding neighborhoods. Continued support will be needed to maintain the commercial improvements already achieved.

Transportation changes are needed to minimize the negative effect of the major highways and truck traffic on Charlestown. Finally, the City should work to create new employment opportunities, since unemployment continues to be a major concern of Charlestown residents.

The proposed 1979-1981 Neighborhood Improvement Program is designed to enhance Charlestown as an in-town, family residential community by bolstering the confidence of the private sector, and by reinforcing the residents' community awareness. Funding priorities during this period will include the completion of the original urban renewal project activities and maintenance of publicly owned land and facilities. In order to sustain the renewed atmosphere of confidence in Charlestown, basic City services must be dependable and highly visible and the City must work closely with residents to shape any redevelopment in Charlestown so as to insure its compatibility with the existing community.

The Charlestown Profile is intended to assist Charlestown residents and others interested in the Charlestown community by describing community concerns and the tools which the City can use to address those concerns. Through a common understanding of the issues, the residents of Charlestown and the City can work together to improve this important neighborhood. These issues and strategies are discussed in more detail in the following pages.

II. District Profile

A. EXISTING CHARACTERISTICS

1. Total District

a. Population and Income Characteristics

Since the first wave of immigrants arrived in Boston during the late 1800's, Charlestown has remained a working class, Irish Catholic neighborhood. Thirty (30%) percent neighborhood. Thirty percent of Charlestown's residents are foreign of these, 50% come from Ireland and the United Kingdom, 20% from Canada and 14% from Italy. Charlestown's population declined more rapidly between 1960 and 1970 than that of the total City, falling to 16,750 persons. Recently, however, new residents, particularly young professionals attracted by the convenient location and attractive historic houses, have moved into the area.

The median family income in Charlestown in 1970 was approximately $8,775, slightly lower than the City median of $9,133. But, despite the fact that the unemployment rate is higher than the City average, only 17% of Charlestown's families had an income less than $5,000, compared with a City-wide figure of 22%.

b. Employment Characteristics

The most serious problem in Charlestown is unemployment. Estimates of unemployment among the adult population have ranged from 7½% to 19%, well above the 1978 national average of 6%. The Hart Survey of May 1977, a poll of resident attitudes about Boston and their neighborhoods, indicated that Charlestown residents feel the employment problem is the major weakness in their neighborhood. Charlestown has felt the impact of the Naval Shipyard closing and the shift from labor-intensive to containerized shipping; many of Charlestown's unemployed are caught in the widening gap between the skills they have and the skills required by new jobs. Unfortunately, relatively few Charlestown residents have been employed in the considerable amount of urban-renewal-related construction activity which has occurred in their community. Youth unemployment is

also a significant problem which has only partially been dealt with through after-school jobs and vocational training.

c. Housing

Seventy percent of Charlestown's housing structures are owner-occupied, comparable to the City average of 72%. The owner occupancy rate would be much higher if only private housing were included in this figure; 20% of Charlestown's housing units are public housing. Approximately one-third of Charlestown's housing units need repairs in excess of $1,000 according to a 1973 survey. Since then, however, many have been improved under the City's Housing Improvement Program (HIP); 500 residents have received rebates totalling $539,000 in the first four years. In addition, other homes have been rehabilitated with low interest loans offered under the Urban Renewal Program.

Two major housing developments — Charles Newtowne and Mishawum Park — contain 519 units of low and moderate income housing. The Bunker Hill Housing Project, the only major public housing development in Charlestown, contains approximately 1,100 units and presents particular problems because of its deterioration due to age, insufficient maintenance and vandalism. Additional publicly assisted units are scattered throughout the neighborhood.

Residents of the project and the rest of Charlestown, as well as public officials, acknowledge the need to improve the Bunker Hill Project in order to reduce the blighting effect on surrounding private property and to provide the project tenants with a decent environment.

d. Commercial Areas

The major commercial district in Charlestown is Thompson Square, it has a new shopping center and storefronts along Main Street. While the opening of the shopping center and the commercial and service facilities in the old Charlestown Savings Bank Building at One Thompson Square have been major improvements, additional problems must be addressed if these improvements are to be permanent. The recent closing of the A&P could be a major setback which must be prevented through attraction of a new market. Main Street itself is badly deteriorated and now that the support structure of the old Orange Line has been removed, through traffic, including trucks, use the street, often in excess of the speed limits. Thus the area is hazardous and unattractive to pedestrians. The City is in the process of upgrading the sidewalks and sewers and a reconstruction of the roadway is being planned.

Vandalism is a problem in the commercial area on Bunker Hill Street as well as on Main Street. This is particularly discouraging to longtime proprietors who, although committed to the neighborhood, must consider problems of rising insurance costs. The need for improvement of the commercial district is well defined and the Hart Survey of 1977 revealed that Charlestown residents feel the City should spend more money on street maintenance, lighting, programs for the elderly, and programs to revitalize Boston's economy.

e. Transportation

The relocation of the Orange Line from Main Street to the western side of Charlestown has eased congestion and traffic problems on Main Street,

but has also made it more difficult for commuters to get downtown quickly. Buses are often delayed during rush hour because of traffic on North Washington Street. The work trip is therefore longer and connections to other subway lines are less convenient so that residents are discouraged from using public transportation. Recent changes have improved the situation, especially the addition of bus service direct to Jordan Marsh, which has eliminated the need for many commuters to transfer to the subway at Haymarket.

Because of the confluence in Charlestown of several major highways including I-93, the Central Artery and the Tobin Bridge, the community suffers from traffic congestion and air and noise pollution. The awkward ramp connections cause truck traffic to and from the port to use residential streets such as Lowney Way and Medford Street. This is not only unsafe for pedestrians, but residents have suffered property damage as well. The intersection at City Square is particularly hazardous since local and through traffic intermingle with a minimum of traffic control. Design changes in City Square have been postponed pending a decision on changes to the northern end of the Central Artery.

f. **Community Facilities**

Open Space

Charlestown currently has approximately 35 acres of public open space; an average of only 2.45 acres per 1,000 persons. This is one half of the five acre average recommended by the BRA for parks in the City's neighborhoods. The addition of the 16.4 acre Shipyard Park, part of the development of the Charlestown Navy Yard, will improve this situation. The parks are mostly small and fairly well distributed throughout the community. Maintenance has been a major problem.

Special Facilities

The City provides Charlestown residents with three swimming pools, at Doherty Playground, Kent Community School and Charlestown Recreation Center. In addition, the Charlestown/Bunker Hill Boys' Club provides a pool, as well as other services. The MDC maintains a skating rink.

The Bunker Hill Monument and the USS Constitution (Old Ironsides) berthed at the Navy Yard, are Freedom Trail stops and are part of the Boston National Historical Park run by the U.S. National Park Service. These sites are major tourist attractions and, thus, serve a clientele from far beyond the Charlestown boundaries, in addition to area residents.

The Bunker Hill Community College, opened in 1972 and expanded in 1977 provides many services to Charlestown. In addition to regular daytime classes, community groups use the facilities for meetings and residents can take evening classes. Many of these classes are job-related, thus helping to ease the unemployment problem.

g. **Human Services**

Human service agencies in Charlestown focus on the needs of three groups: youth, the elderly and the unemployed. Two major community agencies serve Charlestown: the Kennedy Family Service Center and the Charlestown Community Center. The Kennedy Center provides a full range of human services, including employment assistance, family counseling, youth and senior citizen programs, and day care services. In addition, the Center has cooperative agreements with the Bunker Hill Health Center to facilitate health care for the children in the Center's pre-school program and with various agencies to provide assistance to neighborhood youth with employment, delinquency and alcoholism. Programs for Charlestown youth are also offered at the Boys' and Girls' Clubs.

The Charlestown Community Center offers a more informal, drop-in program, with craft classes, quiet reading areas, and day trips for the elderly. In addition, services for the elderly are offered at the Bunker Hill Housing Project, the Kent Community School, and the old Municipal Building.

2. **Neighborhoods**

Charlestown can be divided into four smaller neighborhoods, each with some distinctive characteristics and concerns, as shown on the sub-area map on page 6.

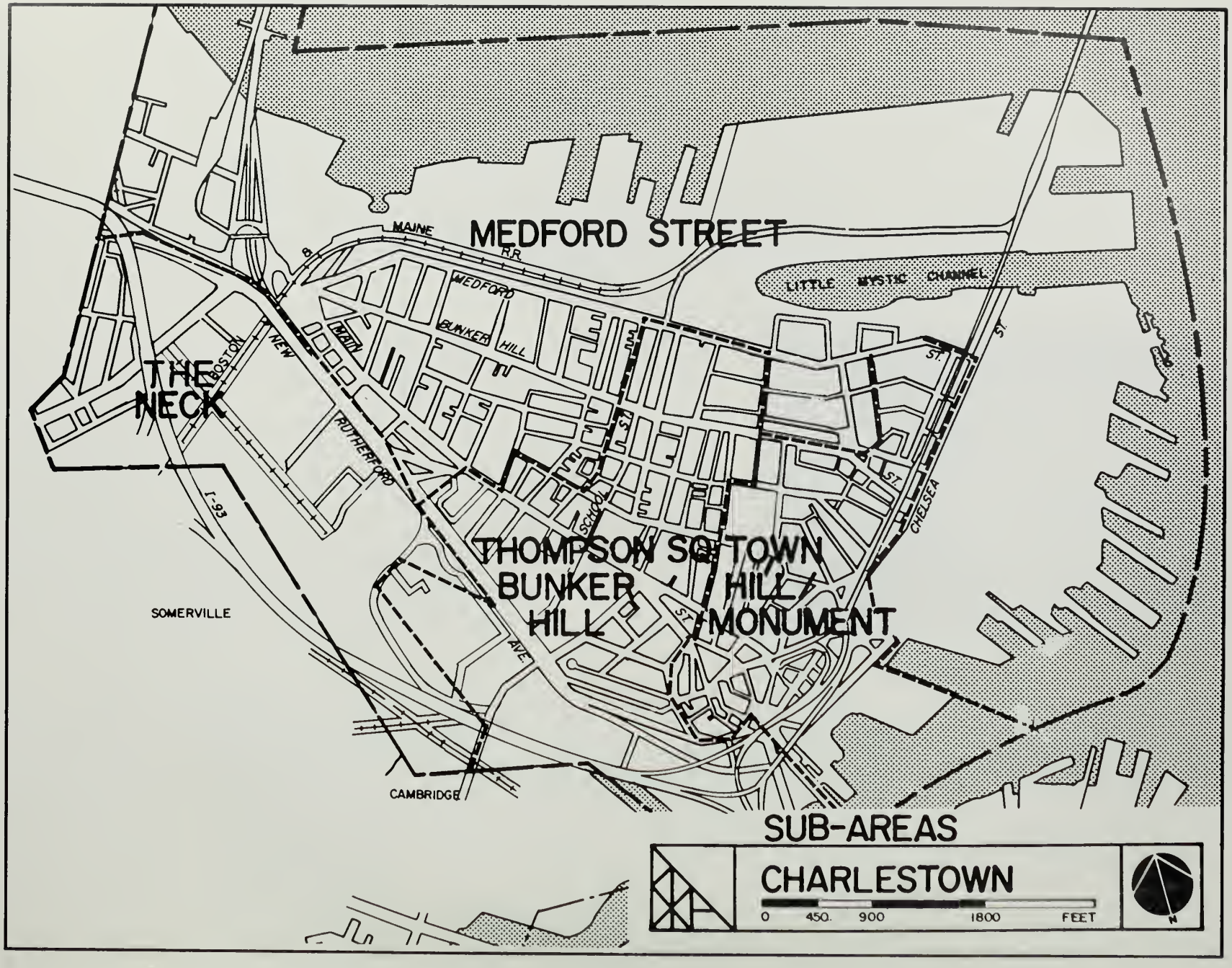
a. **Breed's Hill-Town Hill**

The Breed's Hill-Town Hill area is in the southern section of Charlestown and includes City Square, which is the entrance to the town from Boston, and three historic parks, the Bunker Hill Monument, John Harvard Mall and the Training Field. Breed's Hill includes the traditional center of commercial activity, Thompson Square, as well as the new shopping center.

The Town Hill area is listed on the National Register of Historic Places as the streets are among the oldest in Boston. Residences in the area are predominantly three and four story brick rowhouses built in the nineteenth century. In recent years, the Breed's Hill-Town Hill area has experienced the greatest influx of new residents coming into Charlestown. Many of the larger houses in the area, which had been converted into rooming houses during the periods of booming activity in the Naval Shipyard, are now being reconverted into one, two and three family dwellings.

b. **Bunker Hill**

The Bunker Hill area is located to the northwest of Breed's Hill-Town Hill and includes the new fire station, the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SCHOOL
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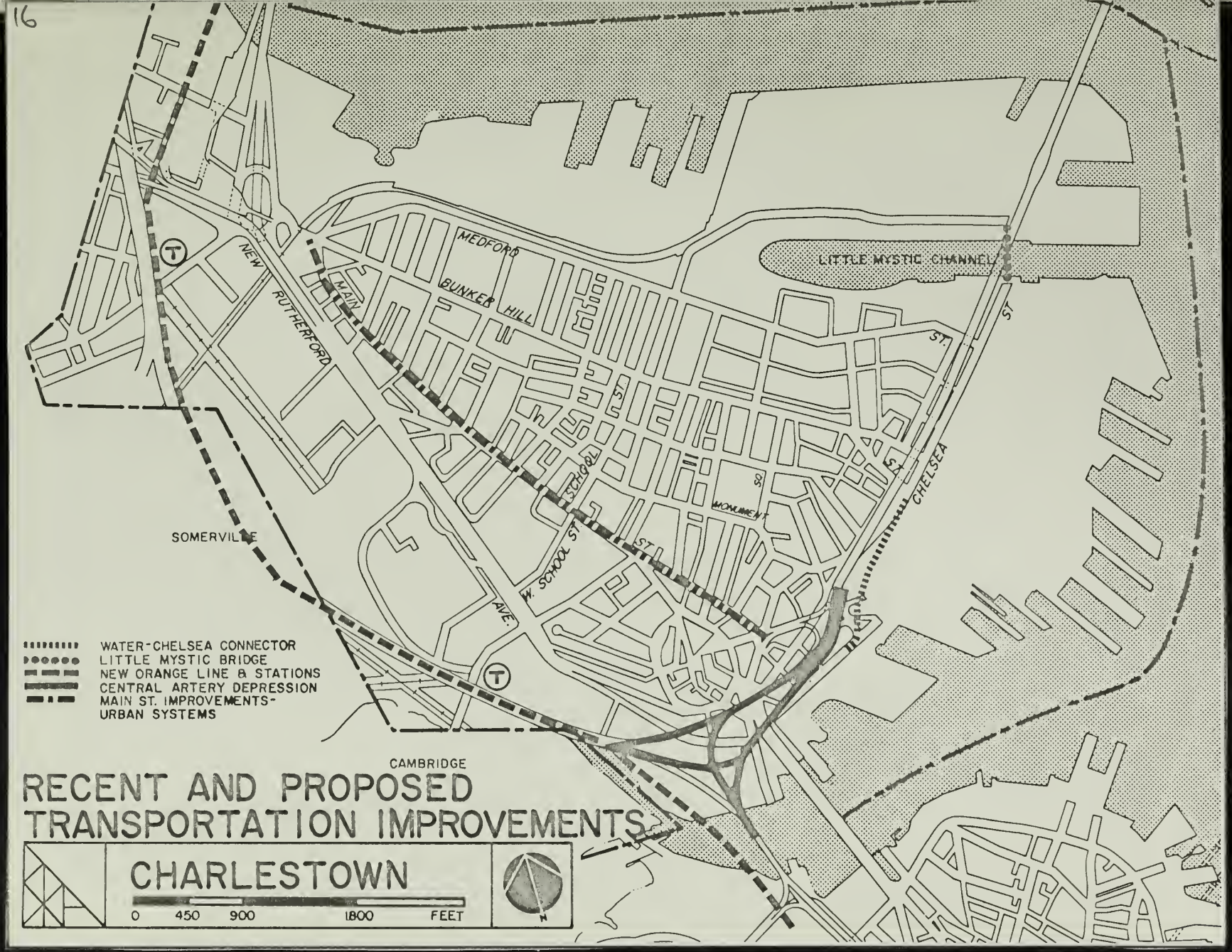


RECENT AND PROPOSED TRANSPORTATION IMPROVEMENTS

Ryan and Doherty Playgrounds, the recently completed low and moderate income Mishawum Park housing development and a variety of industrial uses.

The Bunker Hill area contains most of the one and two family dwellings in Charlestown. Most of the residences are two, three and four story rowhouses, and the majority of the buildings are in good or fair condition. However, in 1973 over one-third were estimated to be in need of rehabilitation in excess of $1,000. The Bunker Hill sub-area has shown the strongest rate of participation in the Housing Improvement Program with a total of 156 cases completed since the inception of the program in the Summer of 1975; a total of $852,000 has been spent on these housing improvements.

c. **The Neck**

The Neck area is the extreme western section of Charlestown and is physically separated from the rest of the town by Cambridge Street and Rutherford Avenue. It includes some industrial land, some automobile-oriented commercial development along Cambridge Street and a very small residential neighborhood. The area experienced a 47% loss of population between 1960 and 1970 because of the demolition of many of its residential structures necessitated by construction of the new Orange Line and Sullivan Square Station. The majority of the area's remaining housing is well-maintained with less than one third of the units requiring rehabilitation in excess of $1,000 in 1973. Because the Neck was not included in the urban renewal project boundaries, it has not been eligible for Federal rehabilitation assistance. Although the Neck has a very high proportion of owner-occupants (93%), relatively few homeowners have taken advantage of the financial incentives available to rehabilitate their houses under the Housing Improvement Program.

d. **Little Mystic**

The Little Mystic area is in the northeast section of Charlestown and contains the Bunker Hill Project, the Charles-Newtowne housing development, the Kent Community School, the new high school and athletic complex and Boston's primary container-port, Moran Terminal.

Outside of the housing developments, the area's residences are predominantly two and three family wood rowhouses. The majority of these structures are in fair to poor condition with evidence of deterioration concentrated in the vicinity of the Bunker Hill housing project. According to the 1973 survey, approximately one-third of the area's dwelling units were in need of rehabilitation in excess of $1,000. The participation rate in the HIP program is considerably lower in the Little Mystic neighborhood than in Breed's Hill or Bunker Hill. A total of 47 cases have been completed at a cost of $268,000. In spite of these conditions the Little Mystic area shows certain signs of residential stability. In 1970, 53% of the population had resided in the same house for five years or more.

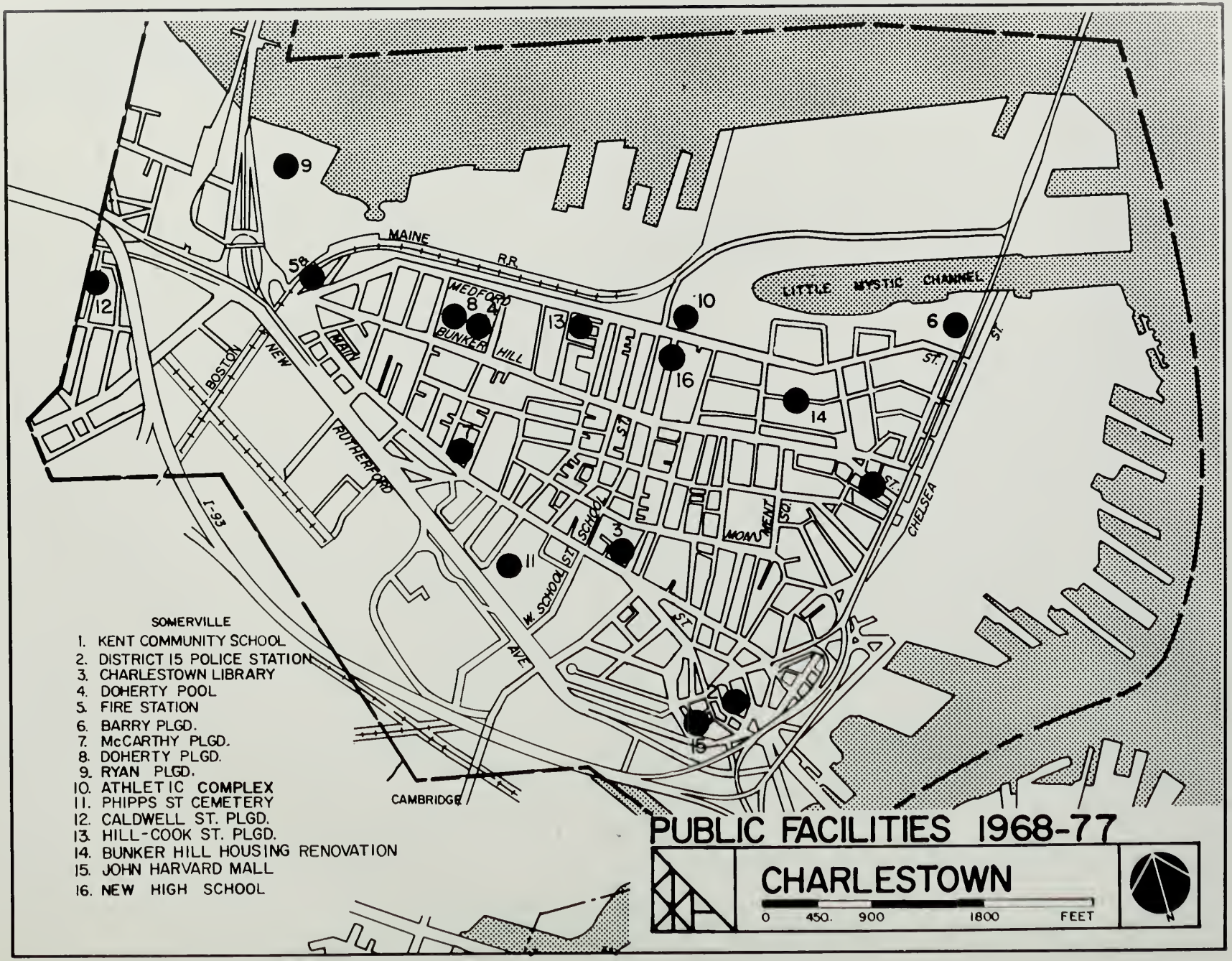
B. PAST MAJOR PUBLIC AND PRIVATE INVESTMENT (1968-1977)

Since the inception of the Urban Renewal Program in 1965, capital expenditures in Charlestown have increased markedly, with the bulk of these expenditures having been made

COMPARATIVE STATISTICS-CHARLESTOWN
U.S. Census Data
(except where otherwise indicated)

POPULATION	BREED'S HILL TOWN HILL	BUNKER HILL	THE NECK	LITTLE MYSTIC	DISTRICT TOTAL	CITY
Total 1970	5,284	7,172[1]	408	3,889	16,753[1]	639,657
Change from 1960	−5%	−22%	−47%	−40%	−24%	−8%
Elderly 65 years & over - 1970	604	594	37	469	1,704	81,759
Change from 1960	−17%	−18%	−46%	4%	15%	−4.5%
Married Couples with children under 18 yrs. - 1970	544	622	39	288	1,493	68,873
Change from 1960	−22%	−29%	−55%	−35%	−29%	−18%
Percent of Families earning less than $5,000/year	16%	12%	30%	22%	17%	22%
Unemployment	N/A	N/A	N/A	N/A	19%[3]	7.1%[4]
HOUSING						
Total occupied dwelling units[2]	1,679	2,087	121	1,916	5,803	241,897
% Structures Owner occupied	70%	74%	93%	54%	70%	72%
People in same house over 5 years	44%	59%	53%	53%	51%	50%

1 Estimates of population in Mishawum Park (1,400) included.
2 BRA housing estimates — June 1978.
3 Survey by Consensus, Inc., 1978.
4 *Massachusetts Cities & Towns, Employment and Unemployment,* Mass. Division of Employment Security.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RUTHERFORD
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W. SCHOOL ST
MONUMENT SQ.
CHELSEA
AVE.
CAMBRIDGE
SOMERVILLE
1. KENT COMMUNITY SCHOOL
2. DISTRICT 15 POLICE STATION
3. CHARLESTOWN LIBRARY
4. DOHERTY POOL
5. FIRE STATION
6. BARRY PLGD.
7. McCARTHY PLGD.
8. DOHERTY PLGD.
9. RYAN PLGD.
10. ATHLETIC COMPLEX
11. PHIPPS ST CEMETERY
12. CALDWELL ST. PLGD.
13. HILL-COOK ST. PLGD.
14. BUNKER HILL HOUSING RENOVATION
15. JOHN HARVARD MALL
16. NEW HIGH SCHOOL
PUBLIC FACILITIES 1968-77
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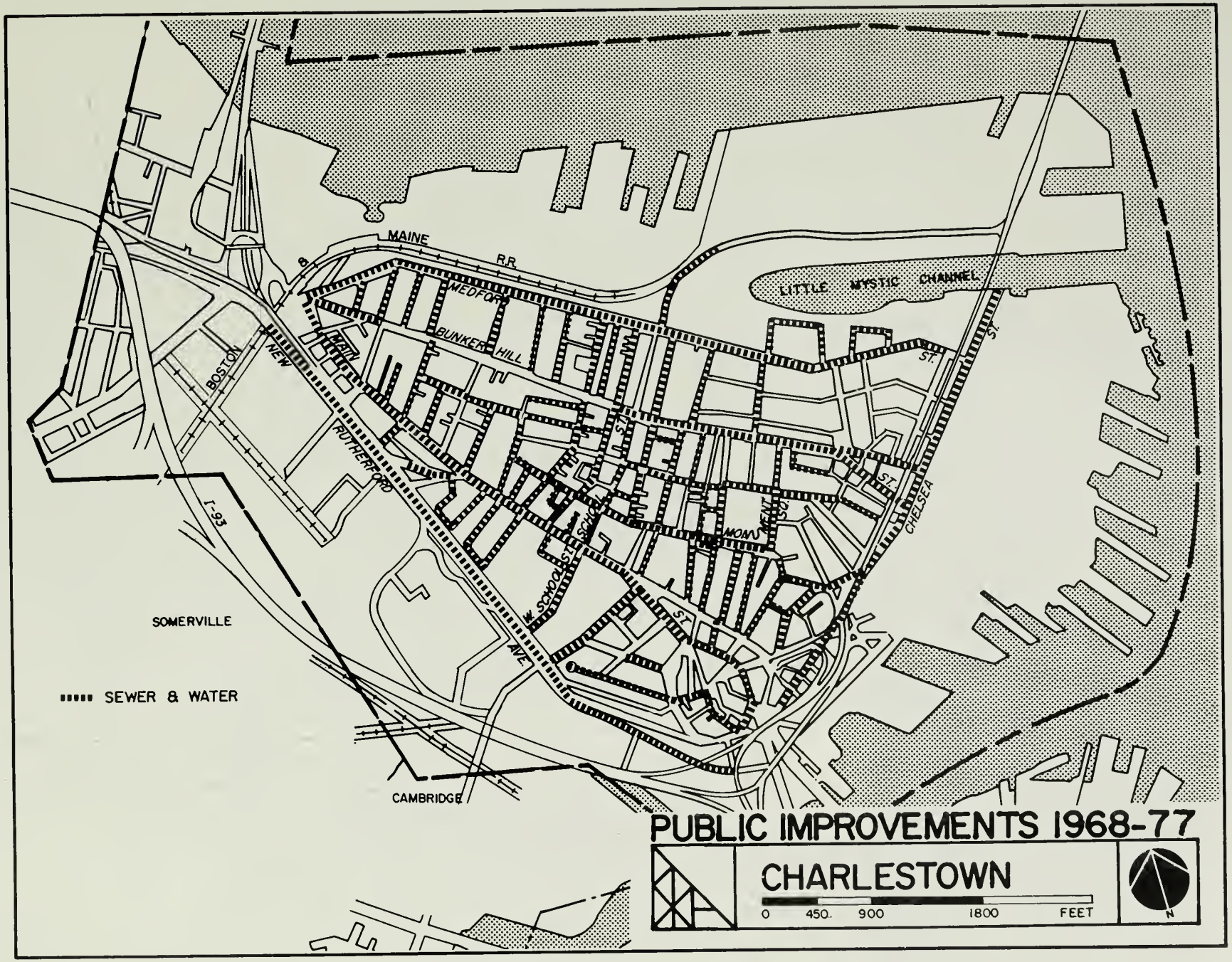
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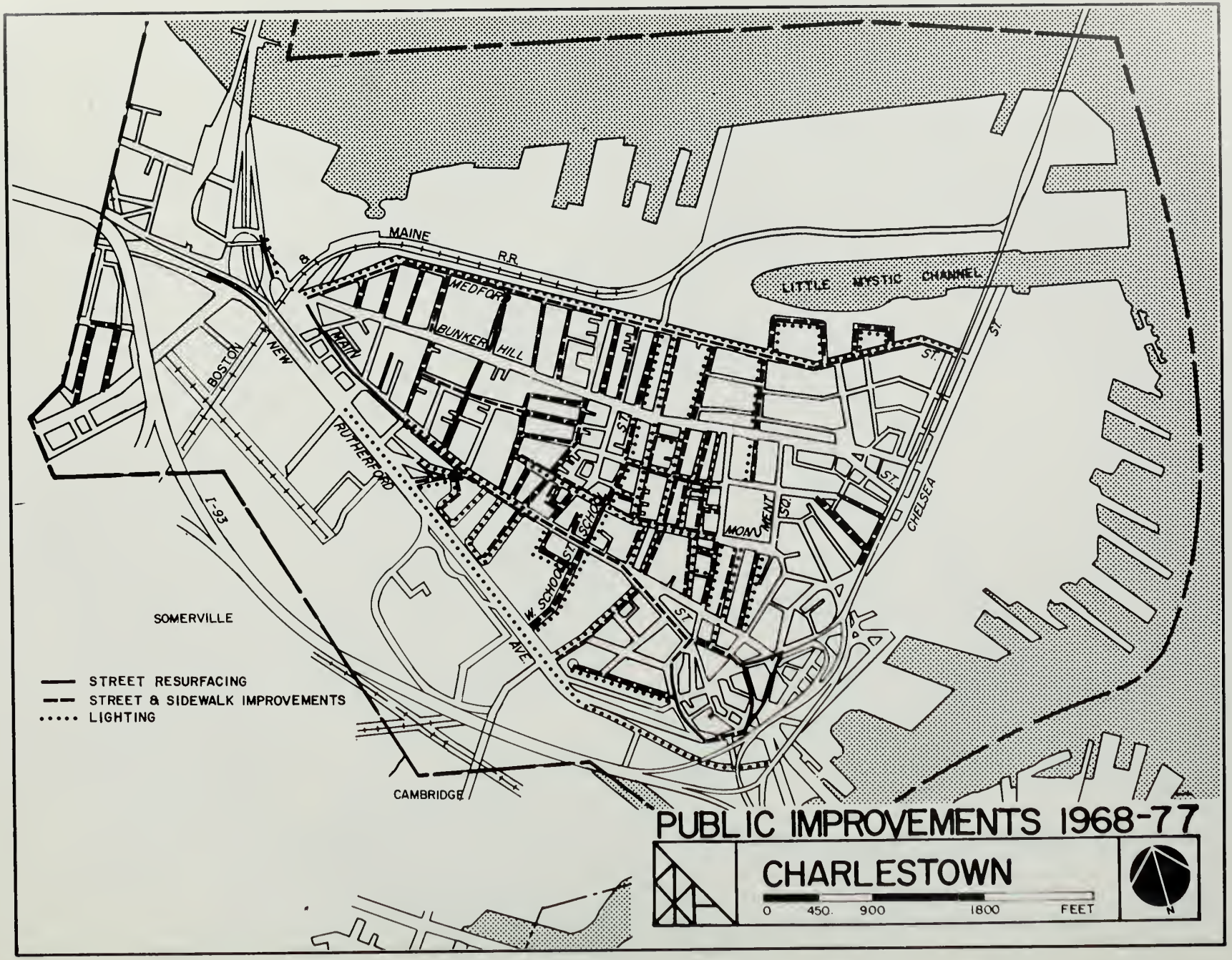
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STREET & SIDEWALK IMPROVEMENTS
LIGHTING
PUBLIC IMPROVEMENTS 1968-77
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The New Charlestown Library.

since 1968. Major improvements have been made to existing public facilities and new ones constructed with a total of $42 million in federal funds and a total City investment of over $28 million. New facilities include the recently completed Charlestown High School, the Kent Community School, the Charlestown Library, the Charlestown Fire Station near Sullivan Square, the George White Pool in Doherty Playground, the McCarthy Playground and the Athletic complex. Improvements have been made to the Barry, Doherty, and Ryan Playgrounds, as well as to the District 15 Police Station. (See Appendix C for a complete list of renewal activities.)

In addition, considerable private investment has been made in Charlestown including the opening of the shopping center, with a supermarket and 10 other shops. The City provided major funding toward infrastructure improvements. In support of this and other new facilities, the City has spent approximately $12 million on improvements such as street reconstruction or resurfacing, sewer replacement, new water lines and new street lighting.

Charlestown High School.

Housing improvement has been a major concern of the City over the years. Recently, homeowners have shown confidence in Charlestown and have increased their investment in their homes. As part of the Urban Renewal Program, low interest loans (Section 312) have been available to some homeowners; as a result, approximately 2,500 units have been rehabilitated at a cost of $7,200,000. The Housing Improvement Program (HIP) has provided incentives to homeowners to make necessary repairs through 20% and 50% elderly rebates on code related improvements. Through HIP, the City has invested over $539,000 in Charlestown, leading to a total private investment of over $2.7 million.

Two major housing developments have been constructed in recent years under the Federal 236 program: (1) Mishawum Park, with 337 units; and (2) Charles Newtown, which includes 182 units in addition to the 80 units that are now leased housing. In addition to these assisted developments, the Boston Housing Authority has constructed 96 units of elderly housing in low density stgructures scattered throughout the town. These new housing developments provide good, attractive housing for middle income families and elderly individuals.

C. 1978 PUBLIC INVESTMENT PROGRAM

The 1978-1979 Neighborhood Improvement Program addresses issues raised by the community: (1) preserving and upgrading the existing housing stock, (2) continuing the revitalization of the Main Street commercial district, (3) improving the physical environment, and (4) maintaining service programs for Charlestown's youth and elderly. In addition to the CD and capital expenditure programs, the development of the Charlestown Navy Yard with a $2,480,000 Urban Development Action Grant and other funding will have a positive impact on Charlestown, bringing new investment and expanded employment opportunities to neighborhood residents.

(1) **Housing**	
Housing Improvement Program	$ 150,000
(2) **Neighborhood Business Districts**	
Restore (Storefront Improvements)	10,000
Security Patrol	34,944

(3) **Human Services**

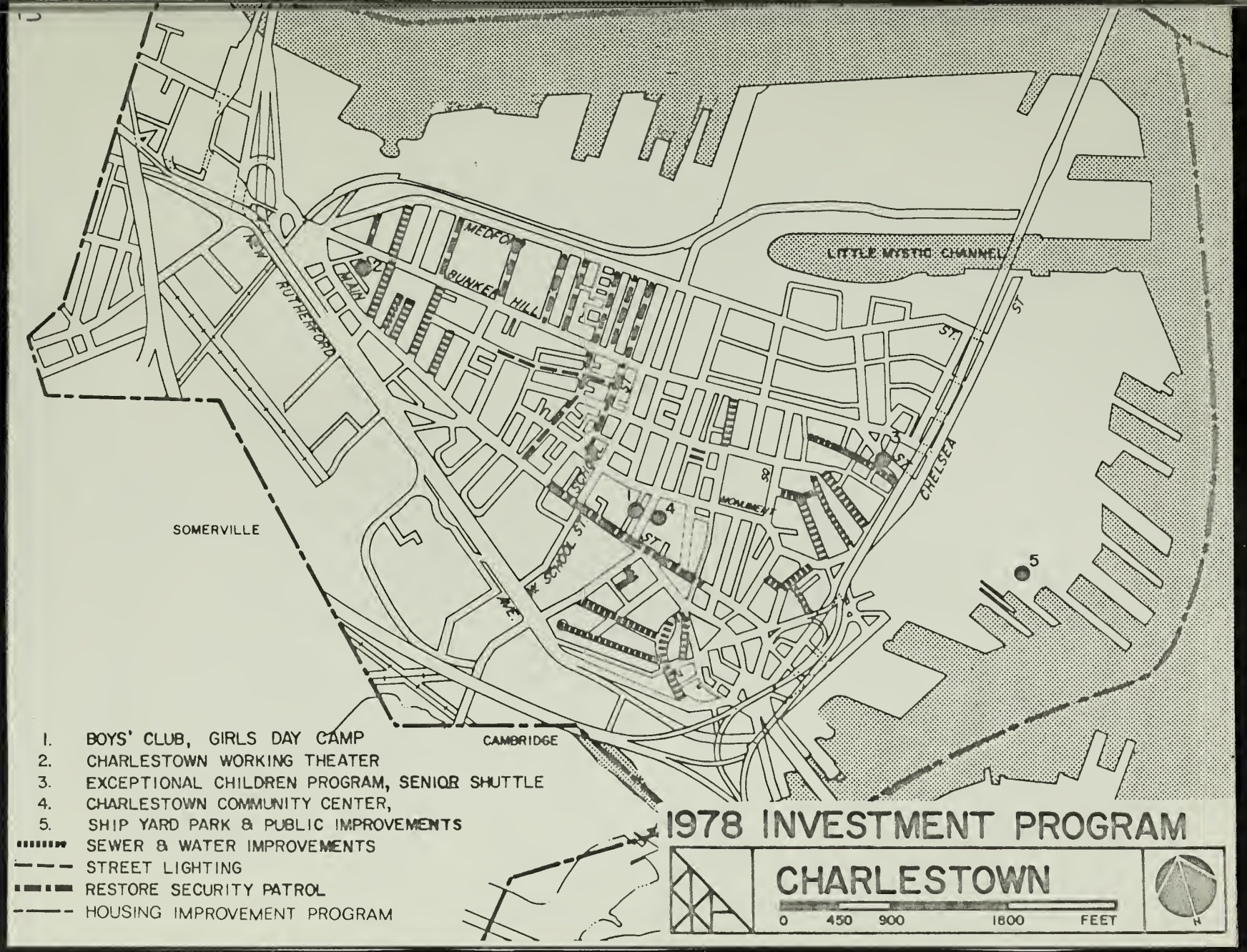
Youth	
Exceptional Children Program	30,000
Charlestown Community Center	8,360
Girls' Day Camp	10,000
Elderly	
Senior Shuttle	17,000
Physical Improvements	
Boys' Club	18,800
Charlestown Working Theater	21,000

(4) **Capital Improvement Program**
The following streets are programmed for street improvements including sewer and drain work, street lighting, street and sidewalk reconstruction and tree planting costing $1,584,000:

Albion Pl.
Armory St.
Auburn St.
Baldwin St.
Chestnut St.
Common St.
Concord St.
Devins St.
Ellwood St.
Ferrin St.
Mt. Vernon St.
Mt. Vernon Ave.
Oak St.
Prescott St.
Prospect St.
Putnam St.
Rutherford Ave.
Seminary St.
Washington St.

The street lighting program in Charlestown will be continued with the following streets scheduled for improvements costing $ 150,000:

Sullivan Street (Main-Bunker Hill)
Pearl Street (High-Medford)
Russell Street (Eden-Pearl)
North Meade Street (Medford-Bunker Hill)
Belmont Street (Medford-Bunker Hill)
Sackville Street (Medford-Bunker Hill)
Cook Street (Medford-Bunker Hill)
Allston Street (Medford-Bunker Hill)
Short Street (Medford-Bunker Hill)
Chappie Street (Medford-Bunker Hill)
St. Martin Street (Medford-Bunker Hill)
Hill Street (Sackville-Cook)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SOMERVILLE
SCHOOL ST.
WALNUT ST.
CHELSEA ST.
CHELSEA
CAMBRIDGE
1
2
3
4
5
1. BOYS' CLUB, GIRLS DAY CAMP
2. CHARLESTOWN WORKING THEATER
3. EXCEPTIONAL CHILDREN PROGRAM, SENIOR SHUTTLE
4. CHARLESTOWN COMMUNITY CENTER,
5. SHIP YARD PARK & PUBLIC IMPROVEMENTS
SEWER & WATER IMPROVEMENTS
STREET LIGHTING
RESTORE SECURITY PATROL
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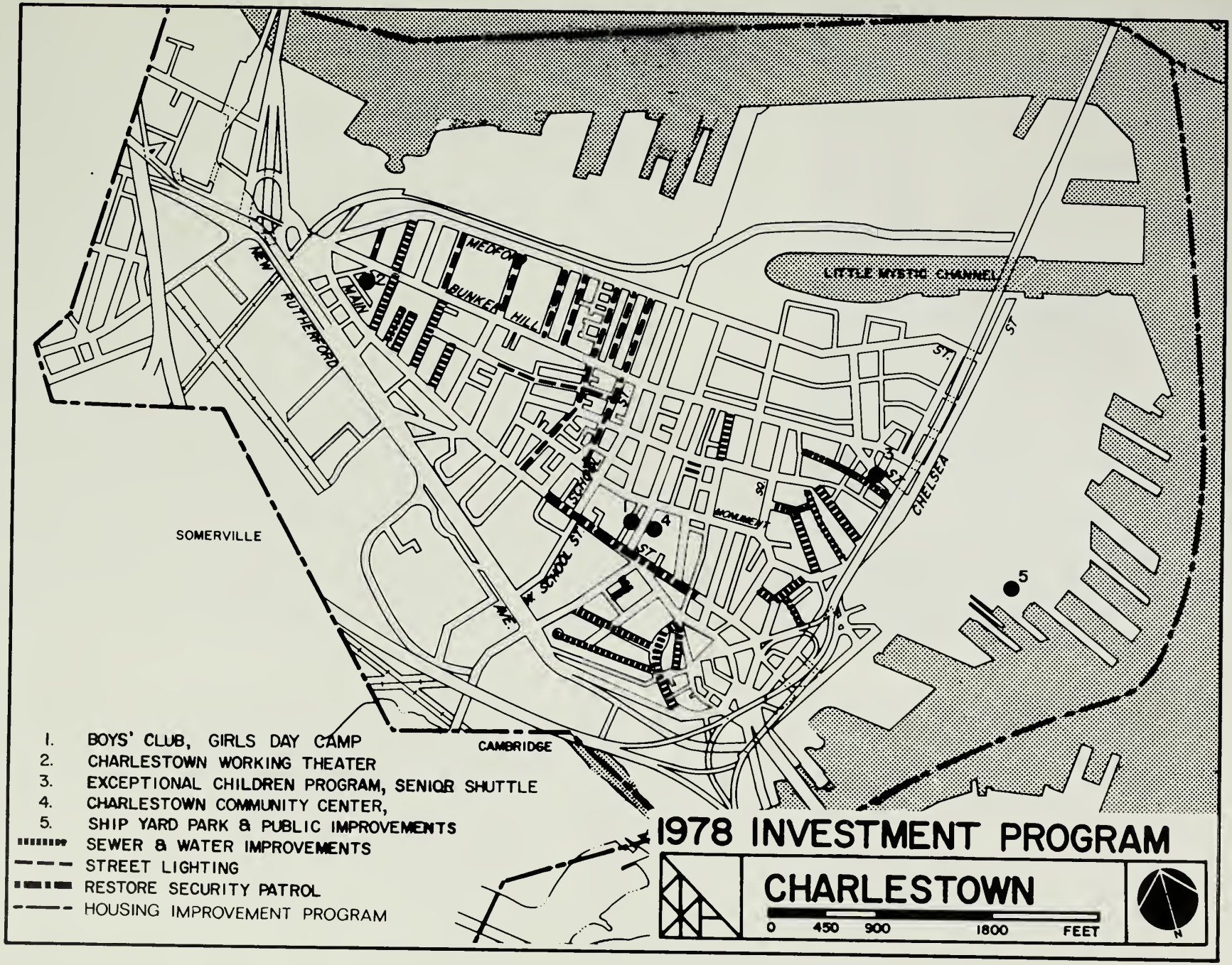
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MONUMENT
CAMBRIDGE
1. BOYS' CLUB, GIRLS DAY CAMP
2. CHARLESTOWN WORKING THEATER
3. EXCEPTIONAL CHILDREN PROGRAM, SENIOR SHUTTLE
4. CHARLESTOWN COMMUNITY CENTER,
5. SHIP YARD PARK & PUBLIC IMPROVEMENTS
SEWER & WATER IMPROVEMENTS
STREET LIGHTING
RESTORE SECURITY PATROL
HOUSING IMPROVEMENT PROGRAM
1978 INVESTMENT PROGRAM
CHARLESTOWN
0 450 900 1800 FEET
N

III. Proposed Comprehensive Neighborhood Revitalization Strategy

A. HOUSING DEVELOPMENT STRATEGY

1. Preservation of Private Stock

As indicated by the 1973 housing condition survey, the majority of Charlestown's residential areas are in basically good condition, but approximately one-third of the units need repairs in excess of $1,000. Efforts must continue to preserve and improve Charlestown's existing housing stock. The City can encourage owners to maintain their property in several ways, including HIP rebates, code enforcement and improved City services, especially street and public facility maintenance.

2. New Housing Opportunities

Currently, three new, single family, conventionally financed homes are under construction on Urban Renewal disposition parcels. Other such parcels are scattered throughout Charlestown, although some are less suitable for private construction than others.

One possibility for development is to consider a program under which public school students, working with close supervision from licensed instructors, build a single family house during the school year. The BRA would convey a parcel to an individual prospective homeowner who would work with the school instructors to determine the plans and specifications. The new homeowner would pay for the land, site preparation and foundation costs and the materials used in construction but there would be no charge for labor. Such programs have worked effectively in other communities and may be a means of disposition and development of some remaining small urban renewal parcels in Charlestown.

The BRA is also considering actively marketing the urban renewal sites in order to interest developers in buying several scattered parcels throughout the City and building the same basic house on all the sites, thereby reducing the cost of construction. The development of these parcels is critical since too often they become unsightly pockets for trash disposal and, as such, a problem for neighboring residents.

Chappie St.

Additional new elderly housing will be provided when the Kennedy Center completes renovations on the Harvard School. The surplus school will contain 30 units and is scheduled to be started in the Spring of 1979. In addition, the development of the Charlestown Navy Yard will include new housing construction and the conversion of several buildings to condominiums and apartments, with the provision of 10% of those units for low-income elderly residents.

Charlestown's housing market has been significantly affected by the influx of young professionals brought back to the City by its convenient and attractive, reasonably priced housing. The number of conversions from one family homes to 3-4 units is growing, raising several important issues. First, rising rents place longtime residents in a bind, since they often cannot afford to pay the increases. Second, problems associated with absentee ownership, such as deferred maintenance, may increase. These conversions also increase the pressure on City services and on public facilities. Finally, a long-range posture is needed concerning the problem of where to park the apartment residents' cars; options for off-street parking need to be examined.

Another important issue is the relative mix of public and private housing. In the future, planners must work carefully to maintain a reasonable balance between subsidized and market housing in Charlestown. Between one-fourth and one-third of Charlestown's housing units are subsidized, placing increased pressure on all City services.

3. Public Housing

a. Bunker Hill Housing Project

No shortage of ideas exists for improvements to the Bunker Hill Housing Project. The Kennedy Center in Charlestown has prepared an extensive report with recommendations for physical and managerial changes and in 1977, Charlestown residents recommended the allocation of a major share of the community's CDBG funding to the Project. A vacancy rehabilitation crew was established with these funds and renovated 41 vacant units and 84 occupied units that had serious code violations. Other improvements which have been funded, but not yet implemented, include installation of plexiglass panels and security doors, modernization of the hot water distribution system and replacement of incinerators with trash compactors. Repairs to the buildings' roofs are half finished, and due to increased costs, will require another $300,000 to complete.

The Bunker Hill Mall.

The Boston Housing Authority (BHA) should work with tenants, Charlestown residents, Kennedy Center Board members and City and BRA officials to analyze a recommendation for the demolition of some buildings and the renovation of other buildings so that tenants' needs are better addressed. A reduction in the density of structures in the project is essential both for management purposes and to give the tenants a sense of identity within the project and within the Charlestown community. The elimination of certain key buildings could result in some open space areas serving clusters of buildings within the project. This would improve the physical appearance of the project and provide a safer environment for children and adults who could enjoy an open space area adjacent to their apartments.

Social as well as physical problems must be addressed. The team police method recently introduced in Charlestown should be continued. Under this program, police are very visible within the Project and in Charles Newtowne and are becoming familiar with the youths in the Project. It is hoped that through police participation in youth activities and games in the Project the youths will develop a greater respect for the law and for property, and the vandalism within the Project can be curbed.

B. COMMERCIAL DEVELOPMENT STRATEGY

The City must continue to support the gains made in Charlestown through the opening of the Bunker Hill Mall. Several businessmen, demonstrating their increased confidence in the neighborhood as a good place to do business, have already begun to renovate their property. The City has assigned a business district coordinator to the area from the Mayor's Neighborhood Business District Program to work with the merchants and encourage and coordinate their involvement in an effort to improve the appearance of the area. In addition to the need for continued marketing and improvements, a critical problem facing the shopping center is the closing of the A&P store. The supermarket is the anchor for the rest of the shopping center and as such is critical to the success of the Mall. A new occupant for this space should be found as soon as possible. The City is working with State Properties of New England, the developers of the Bunker Hill Mall, and residents of Charlestown to secure a tenant for the A&P's space so that there will continue to be a supermarket in Charlestown.

Main Street merchants have formed a businessmen's organization which has been active in the restoration of the Thompson Square area. The business district coordinator should also continue a dialogue with Bunker Hill Street merchants to review their problems and encourage improvements. Issues confronting both of these groups are needed storefront improvements, zoning changes to ensure uses compatible with local business and continued marketing and security efforts for the Thompson Square district.

Another major need is the reconstruction of Main Street. The City has obtained a $2 million grant from Urban Systems, a Federal highway funding source, and construction is scheduled to begin in late 1979. The work will include widened sidewalks, new trees and street lighting and will facilitate pedestrian access to the Thompson Square area, especially for the senior citizens. The narrower right-of-way and new traffic signals should discourage through traffic, especially trucks, from using this roadway. As a result, Main Street should return to its original use as a local street.

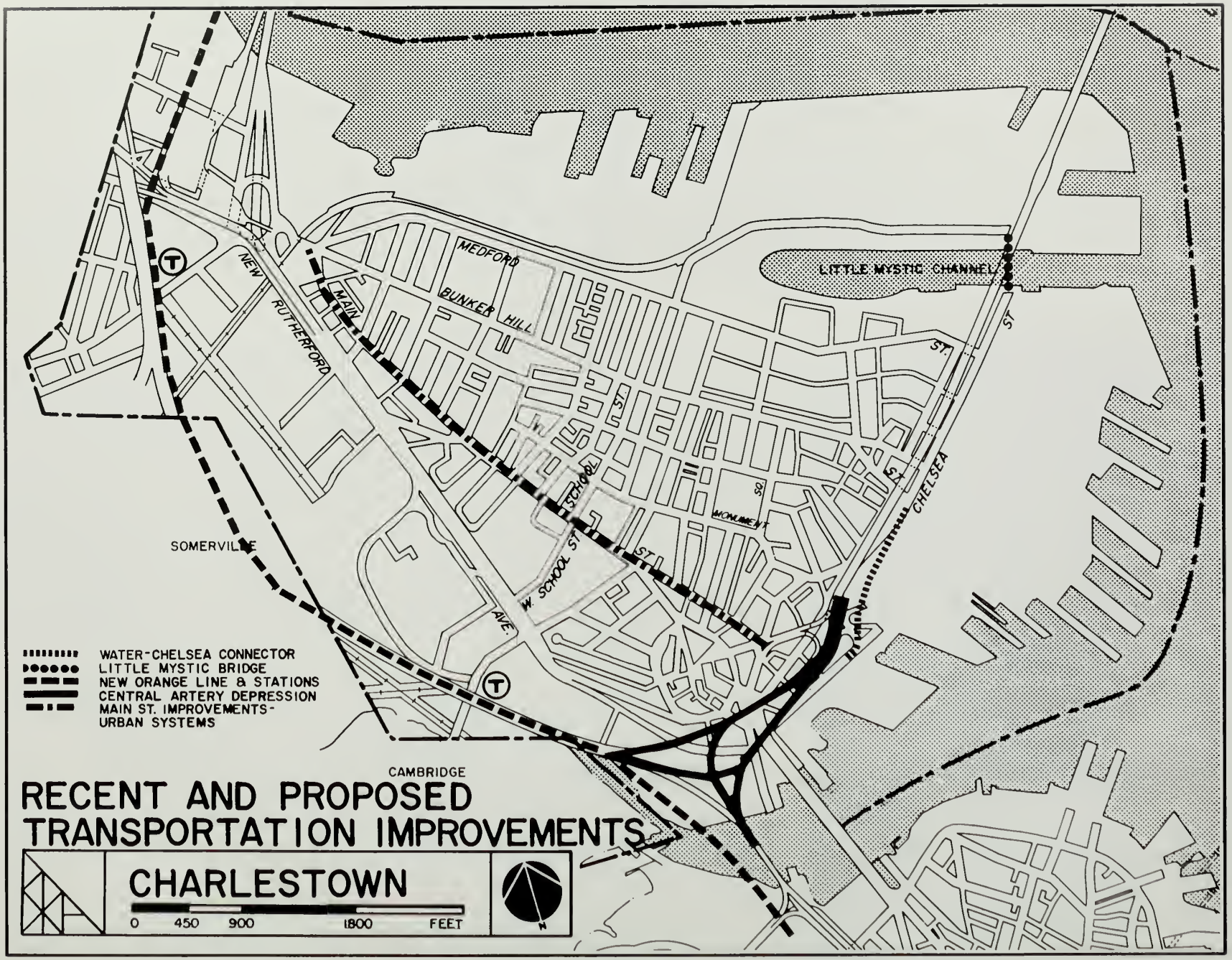
The completion of the shopping center resulted in the removal of the Charlestown Savings Bank operations from its historic old building to the new facility across the street. The Kennedy Center has taken over the old building, which has been declared an Historic Landmark, and it is now used for small businesses, a post office, and social service agencies. The City will work to encourage reuse of other commercial buildings on Main Street.

C. EMPLOYMENT AND ECONOMIC DEVELOPMENT OPPORTUNITIES

The strategy to address unemployment problems in Charlestown must be a comprehensive one involving City officials, local educational institutions, private business and social agencies. First in importance is the creation of new job opportunities for the adult population through new industrial development and improved job training.

The redevelopment of the Naval Shipyard provides a unique opportunity to expand employment in Charlestown. The BRA proposal includes space in the Historic Monument Area in the Navy Yard for light industrial uses, with additional industrial space in the New Development Area at the north end of the Shipyard. BRA officials are reviewing all proposals for that space with an eye to employment needs of Charlestown residents. In addition to permanent employment opportunities such as these, construction jobs will be available during the redevelopment process.

To insure that Charlestown residents are aware of these opportunities, the



RECENT AND PROPOSED TRANSPORTATION IMPROVEMENTS

BRA has agreed with the Kennedy Center to use it as a referral center for all employment information connected with the Shipyard development. The City will provide the Kennedy Center with all information on jobs or job training and the Kennedy Center will solicit qualified Charlestown applicants and facilitate access to appropriate training programs.

A second site for industrial development may be available in Charlestown on vacant land, owned by the MBTA near Sullivan Square Station. Planning for the development of this parcel should take into account the need for job creation in Charlestown.

In addition to the Shipyard there are some other major redevelopment sites in other parts of the City for which City officials are seeking industrial development, such as the site of the South Boston Naval Annex. Projected uses at the Boston Marine Industrial Park are expected to create some 3,000 predominantly blue collar jobs within five years. In conjunction with this, City officials should work to provide better access to these industrial areas for Charlestown residents via public transportation.

A second, critical component of an employment strategy is on-the-job training programs for Charlestown youths. It is essential that youths develop appropriate job skills via an extra-curricular program, of after finishing high school so they can become productive members of the community. In addition to teaching youths marketable skills, such training programs would channel their energies into constructive activities so as to reduce the serious juvenile delinquency problem in Charlestown. The industrial job training center in South Boston, established in 1977, has been of value to participants in developing these skills, but efforts must be made to expand these opportunities and, more importantly, provide training opportunities in service industries, such as computers, in order to take advantage of the downtown job market.

D. TRANSPORTATION IMPROVEMENTS

Some of the congestion resulting from truck traffic in City Square and along other residential streets will be alleviated by a pair of transportation improvements to be carried out by the BRA, the State Department of Public Works and Massport.

The first improvement is the Water-Chelsea Streets Connector, which will extend Water Street to join Chelsea Street and provide easier, more direct access to the Central Artery from the port area. Under this proposal, part of the Navy Yard wall will be relocated and the present northbound exit in Charlestown will be realigned to provide access south on Water Street and north on Chelsea Street via a signalized intersection. This would eliminate through truck traffic on Lowney Way.

The second improvement, the Little Mystic Channel Bridge, would extend Chelsea Street across the channel to Terminal Street. The bridge would enable trucks approaching the port and industries on the north side of the channel to arrive at their destinations without having to traverse Medford Street. As a result, residents of the Bunker Hill Housing Project and Charles Newtowne would no longer be endangered by through trucks using Medford Street.

Both of these projects are in the final design review process, which is scheduled to be completed by mid-1979. Construction of the Water-Chelsea Connector should begin in late 1979, with construction on the bridge beginning approximately one year later. Completion of the Water-Chelsea Connector in early 1981 is planned to coincide with the rental of the first housing units in the Navy Yard.

The Federal Highway Administration has given the State its approval to begin an Environmental Impact Statement for the northern section of the Central Artery. The current traffic safety improvement plans include depression of the Artery to ground level and improvements in the traffic patterns. Environmental and engineering work will require two years and construction will not be completed for three years. An important part of the planning process is the possible land use for the real estate created with the removal of the overhead structure in City Square. The City and Charlestown residents should establish a set of preferred, feasible land uses for the parcels created once the Massachusetts Department of Public Works has made a final delineation of parcels.

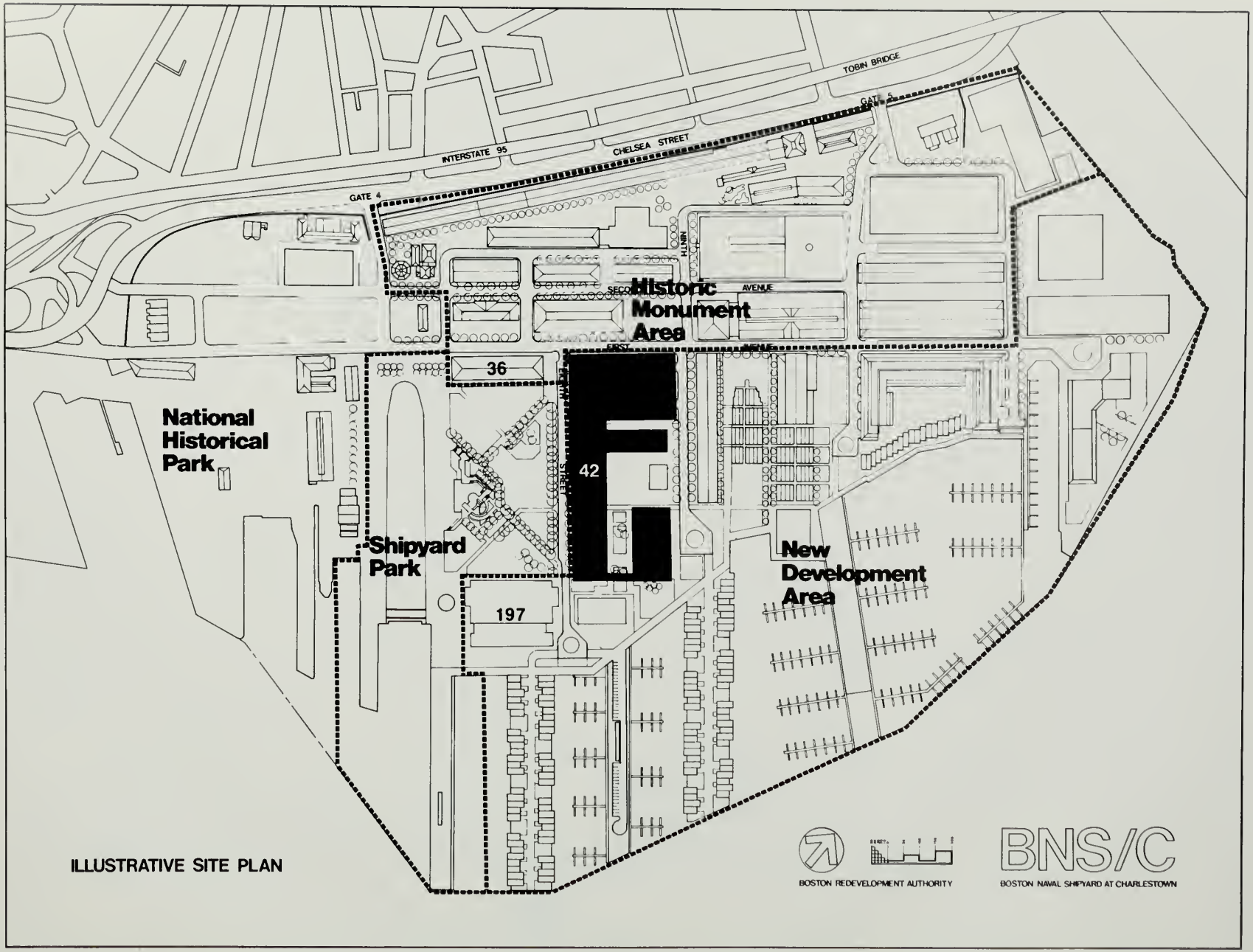
It is expected that if the North Area of the Central Artery and Chelsea-Water Streets Connector are implemented, local streets in Charlestown will be considerably relieved of the through traffic which is noisy, detrimental to air quality and disturbing to pedestrian activities in the neighborhood.

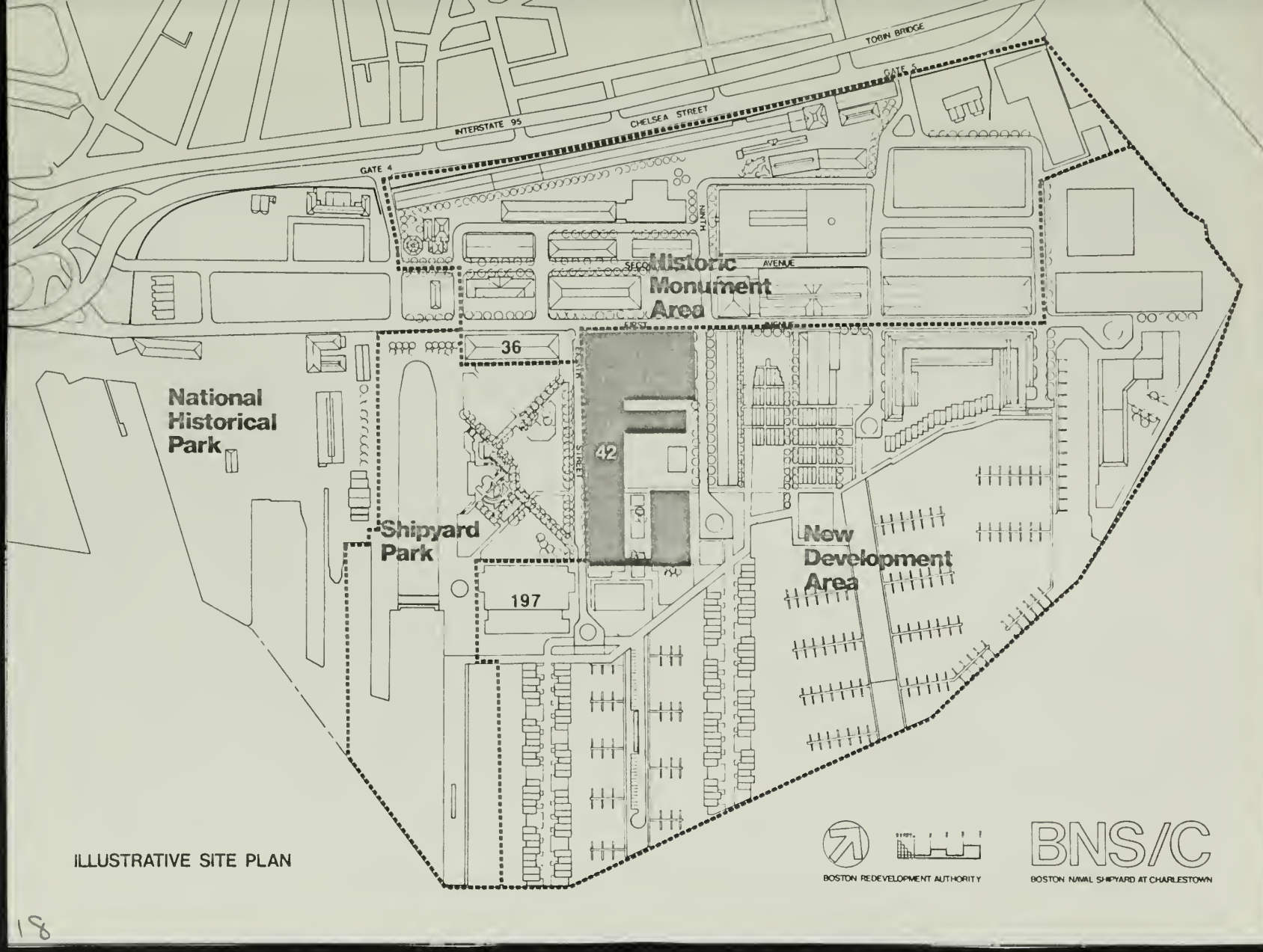
In view of the increased tourism expected as a result of the National Park Service plans in the Shipyard, public officials are preparing plans and seeking funds for the extension of mass transit to and from the Shipyard. This will facilitate access to the Shipyard not only for tourists but also for new residents in the Shipyard who work in the downtown area.

E. BOSTON NAVAL SHIPYARD REDEVELOPMENT

Since the closing of the Boston Naval Shipyard, the BRA has been preparing a redevelopment plan for the area which includes a variety of land uses, primarily residential and commercial, with areas for light industry, offices, institutional and recreational uses as well. The BRA plan covers 103 acres of the site and the remaining 27 acres have been turned over to the National Park Service for a national historic site adjacent to the USS Constitution. The BRA portion is divided into three areas: (1) the Shipyard Park, which is currently under construction; (2) the New Development Area; and (3) the Historic Monument Area, which contains the 19th century granite buildings similar in style to Quincy Market (see project area map). Funding for the redevelopment has come from a variety of sources, including the Economic Development Administration, the Heritage Conservation and Recreation Service and a Federal Urban Development Action Grant. Total public funding to date amounts to $11,480,000. This public investment will generate an estimated private investment of $150 million.

A total of 1,200 units of condominium and rental housing are planned in the Shipyard, with 10% of


TOBIN BRIDGE
INTERSTATE 95
CHELSEA STREET
GATE 4
GATE 5
NINTH
AVENUE
Historic Monument Area
36
42
197
National Historical Park
Shipyard Park
New Development Area
ILLUSTRATIVE SITE PLAN
BOSTON REDEVELOPMENT AUTHORITY
BNS/C
BOSTON NAVAL SHIPYARD AT CHARLESTOWN


TOBIN BRIDGE
INTERSTATE 95
CHELSEA STREET
GATE 4
GATE 4
Historic Monument Area
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National Historical Park
42
Shipyard Park
197
New Development Area
ILLUSTRATIVE SITE PLAN
BOSTON REDEVELOPMENT AUTHORITY
BNS/C
BOSTON NAVAL SHIPYARD AT CHARLESTOWN

Dry Dock #9.

these designated for low-income elderly. The housing will be in renovated buildings in both the Historic Monument and New Development Areas and in new buildings in the New Development Area. The first housing units will be in the renovated Building 42 adjacent to the Shipyard Park. Immobiliare New England, the designated developer for Building 42, will create 368 dwelling units in the building along with a parking garage to accommodate 370 automobiles. The buildings should be ready for occupancy in October 1980. Immobiliare New England will begin the second phase of housing construction with the rehabilitation of Building 197 which also overlooks the park. The remaining housing units will be created over the ten year span of the redevelopment project.

The BRA expects to advertise the availability of several buildings in the Historic Monument Area beginning in Summer 1979. These buildings will be for mixed use with commercial uses such as retail shops and restaurants being encouraged on the ground floor.

Meanwhile construction work is proceeding on the first phase of the Shipyard Park to be completed in the Fall, 1979. The first phase is a 6.5 acre landscaped area with a fountain and a pavilion which will house a food concession. The second phase, which should begin in the Fall of 1979, will include major repairs to the seawall near Pier 4. Improvements to the pier and the construction of a public boat landing are also planned in this phase. A final phase for which funds are being sought will include improvements to Drydock 2 so that this area will be safe and attractive and can be used to accommodate visiting Tall Ships and other special marine exhibits. An important feature of the Park will be the docking space for harbor cruise boats and a water taxi service connecting the Navy Yard with downtown Boston. This water taxi will be used by tourists and Charlestown residents alike.

Charlestown residents have been involved in the planning process for the Navy Yard from the beginning and raised the important issues of access to the Shipyard Park from Charlestown, housing in the Navy Yard for low-income senior citizens from Charlestown and job opportunities for Charlestown residents. The City and the Kennedy Center have established a referral system to encourage the placement of residents in construction and permanent jobs in the Navy Yard. The system involves the cooperation of private developers and the constractors carrying out public improvement contracts. The Kennedy Center in Charlestown is notified of job openings in advance of public advertisement so that referrals can be made in a timely manner. The Navy Yard development is expected to generate 300 construction jobs annually over the ten year redevelopment period and some 1,800 permanent job opportunities. Assisting Charlestown residents in securing these jobs will be critical to alleviating the unemployment problem in Charlestown.

The Charlestown Advisory Committee will be working with the BRA and private developers to ensure that Charlestown residents not only have the opportunity to work in the Navy

Yard and spend leisure time in the Shipyard Park but also live in the new housing being created. Ten percent of the housing units being developed will be for low-income elderly people and it is hoped that many of these will be Charlestown residents. By including these elderly units in each of the phases of housing it is expected that the elderly will have the maximum number of options as to location and the kind of building, new construction or a conversion.

The Navy Yard is an exciting development opportunity for Charlestown and one in which local residents should be involved since their input is important in the planning decisions being made at present.

F. COMPLETION OF URBAN RENEWAL ACTIVITIES

After a long period of decline following World War II, planning for redevelopment activity in Charlestown began in 1960, and an Urban Renewal Plan was approved by the BRA in March, 1965. The Charlestown Urban Renewal Plan, which evolved from considerable discussion with Charlestown residents, was designed to stimulate initiative in maintaining and strengthening the residential character of Charlestown. Goals of the program were:

(1) rehabilitation of 90% of the residential structures,
(2) construction of new housing and community facilities,
(3) removal of an elevated transit line,
(4) improvement of the allocation of land uses, and
(5) improvement of traffic circulation, including construction of a new interchange to eliminate a bottleneck at City Square.

The original Urban Renewal Plan was amended in December, 1976 to include the Boston Naval Shipyard, which had been declared surplus property by the Federal government.

To date, $42,000,000 in Federal monies and nearly $10,000,000 in City funds have been invested in Charlestown, excluding investment in the Navy Yard. A total of 872 units of new housing have been built and 2,500 units have been or are in the process of being rehabilitated. Numerous public construction projects have been undertaken, including the new Kent Community School, the Bunker Hill Community College, the Charlestown Public Library, and the relocation of the elevated transit line from Main Street. (For a complete list of public construction projects, see the appendix on the Urban Renewal Project.)

The BRA is currently involved in financial settlement of the various urban renewal areas throughout the City. This is taking place because of the high cost of paying interest on money borrowed to finance the renewal activities and does *not* mean that the City will not complete the work as planned under the urban renewal program; completion of the renewal work is necessary to complement what has already been done and should be a high be a high priority for City funding over the next three years. Uncompleted activities include demolition of buildings, additional relocation work, disposition of land, project improvement work (street reconstruction, surface drainage and sanitary sewers, water service, and street lighting) on several streets, the construction of certain approved public facilities and parks and playgrounds, and approximately 55% of the project's housing rehabilitation activity.

IV. Summary of Proposed Three-Year Improvement Program (1979-1981)

The City's three-year comprehensive strategy for Charlestown is a coordinated effort to address important community concerns. Priorities for City funding will be completion of the urban renewal projects, improved maintenance of publicly owned land, and maintaining community confidence, especially through continued housing and commercial development, job creation and improved human services.

1979-1981 PROGRAM SUMMARY TABLE

Issue	Strategy	1978 Investment Program	Proposed 1979-1981 Neighborhood Improvement Program Activities
A. Housing			
1. Preservation of Private Stock	Encourage homeowner rehabilitation.	HIP - $150,000 312 loans - $450,000	Continue HIP.
	Improve City Maintenance.	Capital Improvement Program	
2. Creation of New Housing	Encourage new construction - single family.		Market scattered renewal parcels for private construction. Examine possibility of vocational school building home.
	Redevelopment of Boston Naval Shipyard.	UDAG - $2,480,000	1200 units of new housing, 10% elderly.
3. Conversions & Influx of New Residents	Minimize negative effect on current residents.		Establish long-term policy vis-a-vis zoning change, parking problems and rising rents.
4. Public Housing Deterioration	Implement needed improvements in occupied units.	Security doors - $200,000 Hot water system - $300,000 (from 1977 funding)	Work with tenants to improve maintenance system. Cite specific improvements to provide more timely repairs.
	Prepare longer range master plan, including building demolition to lower density and provide open space.		Work with BHA, Kennedy Center, Tenant's Task Force and community to identify problems and needed changes.
	Address problem of vandalism.	Continue team police program	Increase tenant task force - police communications.
B. Continuing Commercial Improvements	Improve commercial center appearance.	RESTORE - $10,000 Main Street work - $2 million	Reconstruct Main Street - Urban Systems funding.
	Improve security in commercial centers.	Security patrol - $34,944	Continue security patrol in business districts.
	Support shopping center improvements.	Neighborhood Business District Program	Increase marketing effort for Charlestown shopping center and attract a new supermarket.
C. **Unemployment/Need for Economic Development**	Redevelopment of Navy Yard with priority employment of Charlestown residents. Facilitate access to training programs for youth.	BRA-Kennedy Center employment agreement to provide employment in the Navy Yard for Charlestown residents.	Continue to investigate ways to insure that Charlestown residents benefit from development projects in their neighborhood. Establish additional on-the-job training opportunities for youths in industrial and office jobs.

Issue	Strategy	1978 Investment Program	Proposed 1979-1981 Neighborhood Improvement Program Activities	
D. Transportation Problems	Remove truck traffic from residential streets.	Design work underway	Build Chelsea/Water connector and Little Mystic Bridge.	
	Redesign City Square to reduce traffic congestion danger.			
	Provide better public transit to downtown and Red Line.		Cooperate with National Park Service to encourage direct public transit to the Shipyard. Consider bus line from Community College to Kendall Square for better connections to the Red Line.	
E. Boston Naval Shipyard Redevelopment	Make Shipyard a part of Charlestown.		Work with local review committee to recommend location for elderly housing. Recommend improvements to facilitate pedestrian access between Shipyard and Charlestown.	
	Provide new open space and tax revenues for City and Charlestown.			
f. Human Service Improvements	Provide transportation for elderly residents.	Senior Shuttle - $19,000	Continue Senior Shuttle program.	
	Increase recreational-educational opportunities for Charlestown youth.	Exceptional Children Program - $30,000 Girl's Day Camp - $10,000		
	Support community based human services.	Charlestown Community Center - $8,360		
	Support existing cultural and recreational programs.	Boys' Club - $18,800 Charlestown Working Theatre - $21,000		
G. Urban Renewal Closeout	Complete all projects planned under the urban renewal program as funds become available.	Capital Improvements Program - $1,734,400	Relocation - Site Clearance - Property Acquisition - Rehab - Misc. (land disposition, property management) -	$431,000 $484,000 $405,000 $5,700 $202,000
				$1,529,000

V. Appendices

A. NEIGHBORHOOD HISTORY

Charlestown was settled before Boston in the early seventeenth century and developed separately from Boston until it was annexed in 1874. It was already a thriving harborside community by the time of the Revolution, during which the British burned most of the town in the 1775 Battle of Bunker Hill. The town was rebuilt, however, and once again flourished as a port. During the Golden Age of Sail, many wealthy captains and shipowners built grand houses for themseves and their families on the hillsides of Charlestown near the harbor.

As a result of the establishment and growth of the Boston Naval Shipyard in Charlestown in the early 1800's, a mixture of industry and port related activities was introduced and it continues to this day. The introduction of industry triggered the development of large sections of tenement housing for the workers. Most of this housing was built in areas which are not immediately adjacent to the harbor since much of the waterfront that exists today is fill land reclaimed for industrial and institutional use subsequent to residential settlement.

This working class housing served as the first homes for waves of European immigrants, especially Irish, during the late 1800's and again during World War I. Improved transportation connections to Boston, most notably the elevated transit line constructed at the beginning of the twentieth century, made Charlestown an even more attractive site for working class housing. At the same time many of the wealthy old Charlestown families moved out of the town to other areas.

Charlestown in the Revolutionary War Period.

The demand for ships generated by World War I increased activity at the Shipyard, which in turn put new pressure on the existing housing stock. During this period many homes were converted to rooming houses to meet the demand from workers new to the town and crews stationed here while their ships were being repaired. The neighborhood was reputed to be rough and dangerous because of the concentration of lower income immigrants, transient workers, and sailors.

The Depression which followed the boom of wartime activity accelerated the process of deterioration caused by overcrowding and lack of public and private investment. The population began to decrease during the Depression years and with the exception of a period of expanded war time production during World War II, the downward population spiral continued until the virtual completion of the Urban Renewal Program.

B. 1975-1977 NEIGHBORHOOD IMPROVEMENT PROGRAM

Community Development Block Grant Program:	**1975**	**1976**	**1977**
HIP	$ 225,000	$ 150,000	$ 150,000
— 50% Elderly Rebate			50,000
Bunder Hill Housing Project			
— Security Doors			200,000
— Vacancy Rehabilitation			128,310
Victory Garden		7,500	
Foot patrolmen — Main Street	45,000	45,000	
Doherty Playground	110,446		
Senior Shuttle	6,106	16,000	16,500
Girl's Summer Day Camp			10,000
Main Street Reconstruction CD funding only			554,810
Vacant lot improvement	25,000		
City Capital Budget:			
Pedestrian Signal — Elm and Medford Street			20,000
Traffic Operations to Increase Capacity and Safety (TOPICS) — City Square	1,150,000		
Pedestrian Overpass — Rutherford Avenue	400,000		
State Modernization Funding:			
Bunker Hill Housing Project			**500,000**

C. URBAN RENEWAL ACTIVITIES

1. **Residential Development**	**# UNITS**	**STATUS**
Charles Newtowne, Medford Street	262	Complete
BHA Housing for the Elderly	96	Complete
Mishawum Park: Middle Income and Elderly Housing, New Rutherford Avenue and Main Street	337	Complete
Thompson Square Triangle rehabilitation and construction	18	Complete
Office and Housing Franklin and Main Streets	4	Complete
1-Family homes	28	Complete
2-Family homes(6)	12	Complete
3-Family homes (4)	12	Complete
Townhouses, Austin & Main Streets	13	Complete
Other housing	90	Proposed
Individual building rehabilitation:		
Units completed	1,721	$7,200,000 issued in 312 loans
Underway/Committed	426	

2. **Public Facilities Construction**	
Charlestown Library	Complete
Charlestown Fire Station	Complete
Kent Elementary School	Complete
Bunker Hill Community College, Stage 1	Complete
Community recreation center, Medford Street	Complete
McCarthy Playground (Main Street)	Complete
Prison Point Bridge	Complete
Cleaning of water lines	Complete
Lighting of Barry Playground	Complete
Filling end of Little Mystic Channel	Complete
Relocation of Rutherford Avenue	Complete
MBTA relocation	Complete
Demolition of elevated MBTA structure	Complete
Boat launch facility, Little Mystic Channel	Complete
Bunker Hill Community College, Stage 2	Complete
New Charlestown High School	Complete
Warren Avenue Dam (MDC)	Underway
High school outdoor recreational complex	Complete
Reconstruction of Main Street	Underway
Public Improvements, street reconstruction	Complete/Planned

3. **Private Non-Residential Development**	
Bricklayers and Masons Union, Local #3	Complete
Knights of Columbus Hall	Complete
Bunker Hill Mall: shopping center in Thompson Square	Complete

RENEWAL DISPOSITION PARCELS 1978

CHARLESTOWN

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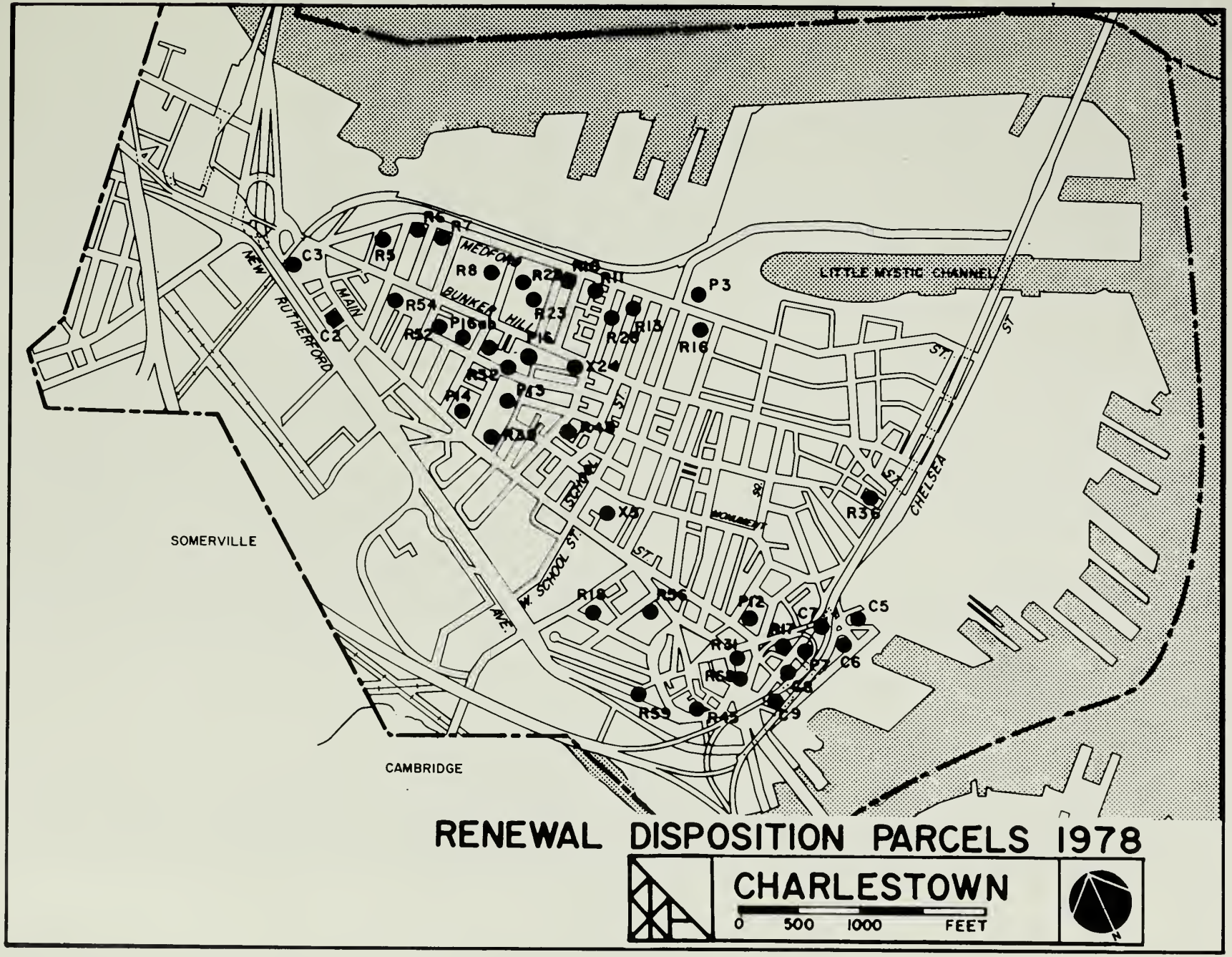

RENEWAL DISPOSITION PARCELS 1978

CHARLESTOWN

4. **Disposition**

The following parcels remain to be disposed of (see map of disposition parcels for locations):

Parcel	Reuse
R-5A-7	Yard space
R-5B	Residential
R-6A	Residential
R-7C	Residential
R-7D	Yard space
R-7E	Yard space
R-8B	Residential
R-10A	Residential
R-11	Residential
R-12B	Residential
R-12D	Residential
R-13	Residential
R-16	High School
R-17A	Residential
R-17B	Residential
R-18A	Park
R-18D	Residential
R-18E	Residential
R-22B/C	Residential
R-23B	Residential
R-28D	Residential
R-31A	Residential
R-31B	Residential
R-32	Residential
R-36	Residential
R-38B	Residential
R-39A	Public
R-45C	Residential
R-48-1	Residential
R-50B	Residential
R-52	Residential
R-54A	Residential
R-54B	Residential
R-54C	Residential
R-56A	Residential
R-56B-1	Residential
R-56B-2	Residential
R-56E	Residential
R-59B	Residential
R-59C	Residential
R-59D	Residential
R-59E	Residential
R-68	Residential
R-82	Residential
R-87	Residential
R-93	Residential
R-96	Residential
R-102	Residential
R-103	Residential
R-104	Residential
C-2A-1	Commercial
C-2A-3	Commercial
C-3A/B	Commercial
C-9A	Commerical
P-2A	Public
P-3	Public
P-6C	Residential
P-7	Public
P-7	Public
P-8	Public
P-8-1	Public
P-8-2	Public
P-12B	Residential
P-13A	Residential
P-14	Public
P-15B	Institutional
P-15-2	Institutional
P-16A	Public
P-16B	Public
P-16C	Public
P-16D	Public
X-5B	Residential
X-24	Residential
X-41	Residential
C-5	Right Of Way
C-6	Right Of Way
C-7	Right Of Way
C-8	Right Of Way

D. COMMUNITY PARTICIPATION OPPORTUNITIES

1. Introduction

There are many ways in which Charlestown community residents can shape and direct growth within their neighborhoods and commercial centers. Planting shrubs along property lines, utilizing the Housing Improvement Program and voicing concerns at zoning hearings all affect the quality of life in Charlestown. There are, however, several opportunities for community action at a larger scale which can effectively have a long-term impact on the growth of the community.

2. Zoning Changes

Zoning is a legal tool used to shape land use patterns and regulate the scale of development within given boundaries. The zoning districts in Charlestown have served the community in establishing residential and commercial uses that are reasonably consistent in scale and density. In the last ten years, changes in residential and commercial demands have led to a breakdown, in some instances, of zoning functions. Zoning variance applications, the growing number of single to multi-family conversions, and the encroachment of non-compatible uses upon one another indicate a need to re-evaluate the existing zoning in Charlestown and make appropriate changes in the designation of zoning areas.

The procedures for changes and modification of the Boston Zoning Codes are well established. The following is an outline of procedures:

a. **Change of Zoning (Procedure A)**

(1) Proposed zoning change is presented to the BRA Board for approval.
(2) BRA Board recommends change to the Zoning Commission.
(3) Zoning Commission holds public hearing following advertisement and notification of appropriate parties.
(4) Zoning Commission can pass measure with seven affirmative votes.
(5) Ordinance goes to the Mayor. Mayor can: (1) approve ordinance, (2) veto ordinance (veto can be overridden with nine affirmative votes of the Zoning Commission), (3) take no action (this results in automatic passage after 15 days), or (4) return measure to Zoning Commission with recommendations.

b. **Change of Zoning (Procedure B)**

(1) Citizen group request hearing before the Zoning Commission.
(2) Zoning Commission asks BRA for recommendation.
(3-5) Same as Procedure A.

3. Community Development Block Grant and Capital Budget Proposals

The Community Development (CD) program involves the distribution of Federal funds that come to the City with Federal requirements that certain neighborhood improvement activities and citizen participation be carried on under the program. The use of CD funds are primarily limited to housing, neighborhood improvements and public services in low and moderate income neighborhoods of the City. The previous appendix lists programs that were funded in this neighborhood during the past three years from 1975 to 1977.

The City's annual Capital Budget (CB) is usually determined at the same time that the CD budget is formulated. The City raises CB funds by selling tax exempt long-term municipal bonds to private investors to fund capital improvements such as schools, public buildings, parks, streets, lighting and underground utilities.

The City's annual process for determining both the CD and CB includes the following steps:

a. An initial neighborhood hearing is held in each Little City Hall district to explain funding requirements for the program, report on the past year's projects and present the proposed neighborhood profiles (October or November).

b. A second neighborhood hearing is held to receive and discuss neighborhood proposals for funding the next year (November or December).

c. The Little City Hall Manager, Office of Program Development (OPD) Programmer and BRA Neighborhood Planner meet to review funding requests and prepare a proposed Neighborhood Improvement Plan (December and January).

d. The proposed Neighborhood Improvement Plans are presented to the Mayor's Neighborhood Development Council (NDC) for approval. This group is chaired by the Deputy Mayor for Fiscal Affairs and includes two additional Deputy Mayors, the Mayor's Housing Advisor and Directors of the BRA, Office of Public Service and OPD (January or February).

e. Upon approval of the NDC, the proposed Neighborhood Improvement Programs are submitted to the City Council for their review and approval (February or March).

f. The City Council holds a series of neighborhood hearings on the proposed budgets. It then approves the budgets with amendments based on opinions voiced at the hearings (March or April).

g. The Mayor reviews and approves the final Neighborhood Improvement Plans (April).

h. The proposed CD application and budget is submitted to the U.S. Department of Housing and Urban Development for its review and funding (May and June).

i. The CD funds become available for spending (July 1st at the earliest).

4. Community Groups in Charlestown

The following Charlestown community groups can and do have a significant impact on their community:

American Legion
27 Chestnut Street
242-2090

Boston Neighborhood Hockey League
c/o Jack Whelan
50 Monument Avenue
242-1848

Charlestown Economic Development Corporation
c/o Kennedy Center
27 Winthrop Street
242-8866

Charlestown Historical Society
c/o Maurice O'Shea
51 High Street
241-8218

Charlestown Working Theatre
Old Fire Barn
442 Bunker Hill Street
242-3534

Charlestown Project Tenants Task Force
c/o Jan Johnson
73 Walford Way
242-3092

Charlestown Preservation Society
c/o Vickie Olken
One Adams Street
241-8582

Charlestown Patriot
7 Belmont Street
241-9511

Friends of the Library
c/o Charlestown Library
179 Main Street
242-1248

Kennedy Center
27 Winthrop Street
241-1248

Mishawum Task Force
c/o Delores Henley
95 Dunstable Street
242-4016

Order of the Eastern Star
c/o Doris Shaw
14 Essex Street
241-9133

Police/Community Relations Steering Committee
c/o David Donovan
16 Common Street
241-8297

5. Summary

The planning process is ongoing and day to day decisions are only one part of that process. By establishing medium and long-range goals for the community's growth, day to day decisions and comprehensive planning programs can reflect the values and desires of Charlestown.

Community participation in both the procedures for change and program development are vital in maximizing the benefits of a comprehensive planning process in Charlestown.

Artist's rendering of Muster House on 2nd Avenue of Navy Yard looking northeast upon completion.

MAINE
RR.
LITTLE MYSTIC CHANNEL
MEDFORD
BUNKER HILL
MAIN ST.
BOSTON
NEW
RUTHERFORD
I-93
SOMERVILLE
CAMBRIDGE
SCHOOL ST.
MONUMENT SQ.
CHELSEA ST.
AVE.
STREET RESURFACING
STREET & SIDEWALK IMPROVEMENTS
LIGHTING
PUBLIC IMPROVEMENTS 1968-77
CHARLESTOWN
0 450. 900 1800 FEET
N

MEDFORD STREET
MAINE R.R.
LITTLE MYSTIC CHANNEL
MEDFORD
BUNKER HILL
MAIN
ST.
ST.
ST.
ST.
THE NECK
BOSTON
NEW
RUTHERFORD
I-93
SCHOOL
CHELSEA
THOMPSON SQ.
TOWN HILL
BUNKER HILL
MONUMENT
ST.
AVE.
SOMERVILLE
CAMBRIDGE
SUB-AREAS
CHARLESTOWN
0 450. 900 1800 FEET
N

CITY OF BOSTON

Kevin H. White, *Mayor*

BOSTON REDEVELOPMENT AUTHORITY

Robert L. Farrell, *Chairman*
Joseph J. Walsh, *Vice Chairman*
James G. Colbert, *Treasurer*
James K. Flaherty, *Assistant Treasurer*
James E. Cofield, Jr., *Member*
Kane Simonian, *Secretary*
Robert J. Ryan, *Director*

NEIGHBORHOOD PLANNING PROGRAM

Roy Bishop, *Director*
James Baecker, *Assistant Director*
Alice Boelter, *Charlestown Planner*
Anne Stoddard, *Planning Assistant*